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INTELLFAX 22

COUNTRY Poland

SUBJECT Information on the Polish Railroad System

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The central headquarters for Soviet military transit traffic is located in the building of the Polish Ministry of Traffic on Chulabinskiego Street in Warsaw. This headquarters, whose chief was General Rumiantsev (Rau), a Soviet, was designated ~~Supweso~~. It had delegations attached to all the Polish regional railroad headquarters. The Warsaw regional railroad headquarters was located on ul. Wolska in Warsaw-Zachodnia. The corresponding headquarters for the Poznan railroad district was located at ul. Zbyszynka. The regional railroad headquarters in Szczecin was at 8 ul. Kasztanowa.

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- a. The railroad lines leading from Osowald to Tarnowitz, Gross Strehlitz, Tschernitochau, Kreuzburg and Oels remained single track. (1)
- b. Osowald had a marshaling yard extending over a length of about 800 meters and provided with 16 pairs of tracks. A small maintenance shop for locomotives and rolling stock was also available. The engine house could hold 25 locomotives.
- c. Major locomotive and rolling stock repair shops were available in Oels, Ciechowitz and Tarnowitz.
- d. In mid-1950, work on the construction of a railroad line running from Peiskretscham to Lubliniec via Ottwald was started. In March 1952, this line was usable as far as a point 10 km south of Ottwald. [REDACTED] the line built from Lubliniec to the south was completed as far as a point near Ottwald. In May 1952, the Ottwald railroad station was not connected to this line. (2)

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3.

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SUCH THAT

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a. Rails were being laid on the northern section of the newly established transfer point in Frankfurt/Oder. On 16 August, [redacted] several freight cars loaded with rails had been hauled to the rail transfer point. (1)

b. Polish and German construction workers were seen working on the railroad bridge over the Oder River near Frankfurt/Oder. (5)

c. Only the southern track of the railroad line between Morazyn and Opalenica was being used because the roadbed of the northern track was being reconditioned.

d. Reconditioning of the roadbed of the northern track had been completed on the Opalenica-Bak line, and both tracks were in use.

e. Polish railroad pilots escorting Soviet transit trains through Poland were released at the Repen, Poznan, Kutno, Warsaw-East, Liedlice and Terespol railroad stations.

f. During the period from 1 through 7 August, [redacted] several trains of damaged freight cars en route between West Litovsk and Frankfurt/Oder. Some cars of the same type as used on the Berlin elevated railroad system and electric locomotives were also seen in these trains. (6)

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[redacted] Comments

(1) Woszwalde (Fosowski) is a railroad junction east of Opalenica. This information confirms the pertinent data contained in [redacted]. (1)

(2) This railroad line was previously reported as possibly being under construction as a single track route. [redacted]. The present report confirms the construction of this line. In the official Polish railroad guide transmitted previously, this line was not included, probably because it was not in operation at that time. [redacted] (2)

(3) Information on this railroad bypass was transmitted previously in connection with the improvement of the Golezki marshaling yard. [redacted] (3)

(4) [redacted] For sketch of the line, see Annex. (4)

(5) Information on this new railroad customs station built on the perimeter of Frankfurt/Oder near the Oder River was transmitted previously. (5)

(6) These damaged freight cars were part of the 20,000 former German freight cars to be returned from the U.S.S.R. to Western Germany. It was arranged between the Soviet and German railroad authorities that equipment of the Berlin elevated railroad system and electric locomotives to be used on re-electrified railroad lines of the Halle railroad district were also to be returned. (6)

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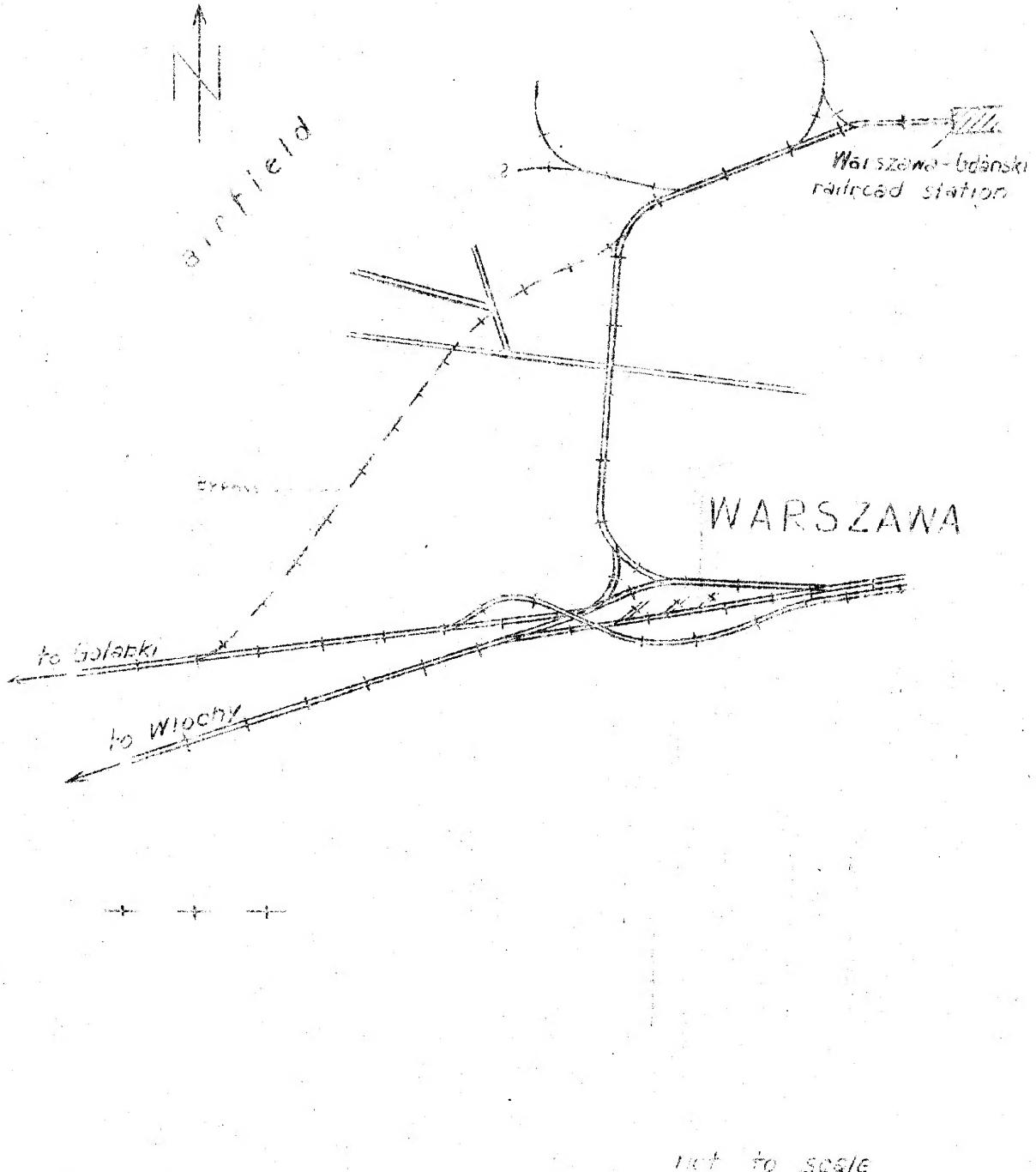
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Annex

Railroad Dypass West of Warsaw.



not to scale